over five days to and from holiday camps; in 1954, 550,000 children

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SEC	RET			25 X 1
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c. 750,000 chil		on holidays, 50,000	of whom will have to be moved	i 25 X 1
Over rong a.	15 (011005)			20,(1
		tatal of about thro	e million children will	25 🗸 1
have to be moved	d by rail. a	total of about thre	e million children will	25 X 1
On 24 March 195	5, another g	roup of six locomot	ives loaned to Poland	25 X 1
was returned to still operating	Germany. In	late March, 54 col	umn locomotives were	
		as obtained on the	parking of column locomotives	,
status of 29 Mar				
RBD	Number of	Parking Place	Remarks	
	Column Locomotives)		
Berlin	144	Ruednitz		.
Greifswald	27	Ducherow	eight of which were operation	_
Halle	65	Eilenburg	an undetermined numbe these locomot ives wer	
Cottbus	\$ 1	Kerkwitz	in operation	
Schwerin	3 6	Strasburg Meyenburg	6	
Magdeburg	49	-		25X1
railroad line t	o be built 1	for coking plants ne	of the designs for a new ear Schwarze Pumpe has been	25/(1
The project inv	olves the fo	ollowing construction	completed by 20 May 1955. on work:	
will be reconst	ructed. From	n Knappenrode, a sir	penrode (previously Worminghof ngle track will be built as	1)
far as the pass	enger static	on of the coal combi	ine. A crossing point is n of Tiegling. Highway No. 97	
which runs para	llel to the	line at a distance	of about 10 meters will be for brown-coal mining. The	
cost for the co	nstruction of	of the railroad line	including the enlargement	
8 km_north of K	nappenrode.	the line to the coa	at 47 million DME. About al-processing plants is to	
line is to exte	nd straight	to the north and wi	s of 2,500 meters; another ill join the Cottbus -	
Goerlitz railro	ad line abou	<u>it halfway</u> between S	Spremberg and Schleife r this branch of the line	ILLEGIB
will have latter line		November 1959 million DME.	7The costs for the	ILLLOID
	on of a mail:		e Havel River north of	
Forsthaus Templ	in for the	Saarmund-Golm railre	oad line is meeting	
construction si	te showed the	hat the mud in the	made on the prospective bed of the Havel River had	
a thickness of	up to 45 me	ters This makes it	doubtful that it will be with the machinery available.	, 8
Comment	Of the three	e types of railroad	tank cars mentioned, the	25 X 1
first category while the latte	will be car	s suitable for the	transportation of liquid fuels ransportation of oils	ILLEGIB
and lubricants.	The 1954 c	onstruc	saged the building of	LEECID
c) vain cars ai	La jo ourboy	-0.5		
Q.E.	CRETT			25 X 1

		SECRET		25X1
		- 3 -		ILLEGIB
		Comment. caffic reflected been obser		25X1
	3.	Comment. Wriezen was not #includ	ed as a railroad maintenance	25 X 1
		op in the tabulation of such install	. The establishment of a	25X1
	t] Z : c:	ne reconstruction of the railroad bri neckerick near Neuruednitz. The const reate an additional Oder crossing, an	dge over the Oder River at cruction of this bridge will d Wriezen will serve as the	25 X 1
		nitial point for the single-track ling is bridge.	e extending to the east over	25X1
		Comment. The transportation of smort period will constitute a heavy smadequate park of locomotives and rai	dditional strain on the	25X1
		Comment. After the deactivation July 1954, 72 column locomotives were silroads. These locomotives were sche	re rented to the Polish State	25 X 1
	.)c	ourse of two years. These locomotives had been returned	. So far. 12	25 X 1
		olumn locomotives reported	oned were known previously. The the Ministry of Traffic. The for RBD Berlin included those	25X1
1.		oland.		25X1
Ç	7•	Comment. Information on this pro	niect was transmitted previously.	
	f	Comment. This information refersing Berlin (Wildpark - Michendorf), a prears. It appears that new efforts reject in the near future.		
				25 X 1
				25 X 1
		SECRET		∠5 ∧ I

THIS IS UNEVALUATED INFORMATION 25X1 1. /On 51 March 1955, the following information was obtained on the 1955 reflected tank—car constructed: 50 standard 3-extle tank care for the transportation of fuel; estimated cost: 2,348,000 EUR; 27 tank care for the transportation of sulphuric acid and equipped with heating facilities; estimated cost: 522,000 DNE; b. General repairs: 540 units at an estimated cost of 1,957,860 DNE. 2 Iffective 1 March 1955, the position of a departmental chief for Operations and Traffic was again introduced with HBDs and RBAs. Iffective the same day, so-called Polit-Leiter (political officials) have been attached to cuch "Versatungs", Gruppe", and "Abtellungs" of RBD and RBAs. 5. On 1 April 1955, a new railroad maintenance shop (Jetriebswerk) (Dw) was established at the Ariezen railroad station in the area of RBD Berlin. 2 4. planned operation "Frohe Revientage fuer Kinder" (Merry Holidays for Children). In July and august, the following numbers of children will have to be provided refirend transportation: a. Groupe of OB,000 each to be moved in two waves, each extending over five days ato and from "Pionier" camps; in 1954, 80,000 children were moved in each of the two waves; b. Groups of 600,000 children each to be noved in two waves, extending over five days sto and from holiday camps; an 1954, 550,000 children were noved in each of the two waves; CLASSIFICATION S-E-C-R-E-T STATE XIMMY J MSRB D DISTRIBUTION		CLASSIFICATION	- m		25X1
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SUBJECT East German Railroad Activities during March and April 1955 PLACE ACQUIRED DATE OF SUPPLEMENT TO REPORT NO. THIS IS UNEVALUATED INFORMATION 25X1 1. /On 51 Earch 1955, the following information was obtained on the 1955 restreet damk-car construction programs a. New curs to be constructed: 50 standard 5-exte tank care for the transportation of fuel; estimated cost: 2,548,000 DEE; 22 took care for the transportation of sulphuric acid and equipped with hosting facilities; estimated cost: 522,000 DEE; 5. General replies: 5. On 1 April 1955, a new resilrand of fits file) have been attached to each "Verwaltung", "Gruppe", and "Abtellung" of aBDe and Ribas. 5. On 2 April 1955, a new resilrand maintenance shop (letrichneek) (De) was established at the Siriezen resilrand station in the area of RDD Berlin. 3 4. Planned operation "Frobe Ferientage fuer Kinder" (Warry Holidaya for Children). In July and acquist, the following mambers of children will have to be provided resilrand transportation: a. Groupe of 808,000 each to be moved in two waves, each extending over five days sto and from "Plonier" capps; in 1954, 80,000 children were moved in each of the two waves; CLASSIFICATION S-E-C-C-B-T STATE X 1007 1008		INFORMATION	REPORT	CD NO.	
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THIS IS UNEVALUATED INFORMATION 25X1 1. /On 31 March 1955, the following information was obtained on the 1955 redired tank-car construction program: 2. New cars to be constructed: 50 standard 3-exile tank cars for the transportation of fuel; estimated cost: 2,348,000 DMG; 22 tank cars for the bransportation of sulphuric acid and equipped with heating facilities; estimated cost: 522,000 DMG; b. General repairs: 540 units at an estimated cost of 1,957,860 DMG. 2 Iffective 1 March 1955, the position of a departmental chief for Operations and Traffic was again introduced with MBDs and RBAs. 'affective the same day, so-called Polit-belter (political officials) have been attached to each "Verwaltung", "Gruppe", and "Abteilung" of MBDs and RBAs. 5. On 1 April 1955, a new railroad maintenance shop (Jetriebewerk) (Bw) was established at the Wriezen railroad station in the area of RBD Berlin. 3 4. planned operation "Frohe Perientage fuer Kinder" (Merry Holidays for Children). In July and August, the following numbers of children will have to be provided reilroad transportation: a. Groups of 58,000 each to be moved in two waves, each extending over five days ste and from "Pionier" camps; in 1954, 80,000 children were moved in each of the two waves; b. Groups of 600,000 children each to be moved in two waves, extending over five days ste and from "Pionier" camps; in 1954, 550,000 children were moved in each of the two waves; CLASSIFICATION S-E-C-RE-T			• .		25 X 1
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ailread mai he reconstr aeckerick n	tabulation of such installations transmitted previously. The establishment of a ntenance shop at Wriezen may have been necessitated by suction of the railroad bridge over the Oder River at lear Neuruednitz. The construction of this bridge will ditional Oder crossing, and Wriezen will serve as the state of the single-track line extending to the east over	
his bridge.		
hort period	t. The transportation of so many children within such a will constitute a heavy additional strain on the ark of locomotives and railroad cars.	
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Commer July 1954, ailroads. I ourse of two f these loc Commer occurctives	t. After the deactivation of German locomotive columns on 72 column locomotives were rented to the Polish State these locomotives were scheduled to be returned within the to years. So far, 12 comotives had been returned. t. The parking sites mentioned were known previously. The are kept as a reserve of the Ministry of Traffic. The clumn locomotives reported for RBD Be-lin included these	
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